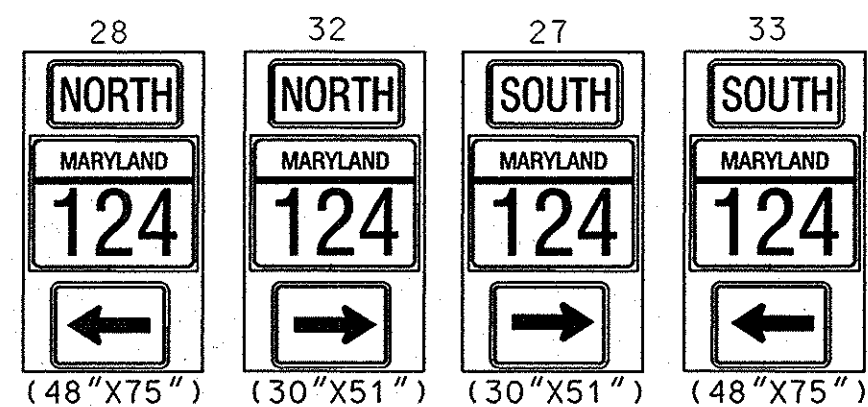
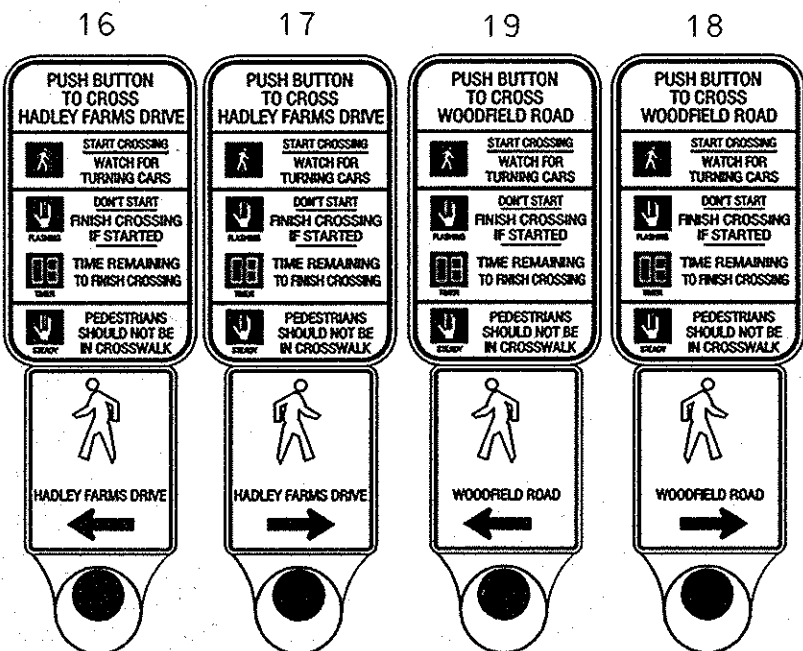


EXISTING SIGNS TO REMAIN

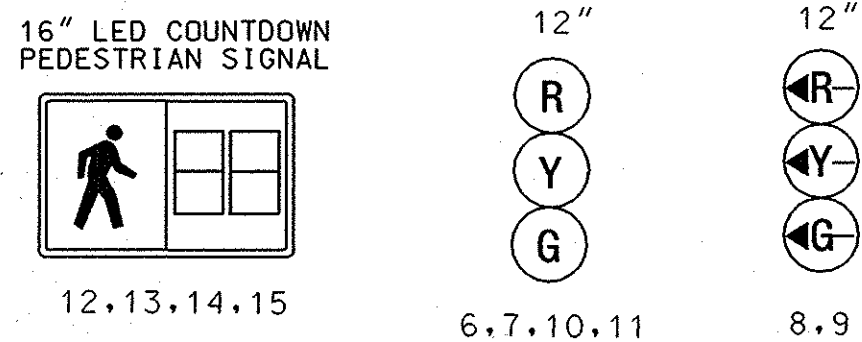


(ASSOCIATED SHIELD ASSEMBLY)

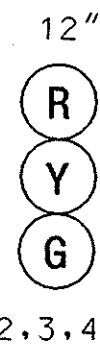


R10-3(1) (9" X15")
(TO BE INSTALLED WITH APS PUSH BUTTON)

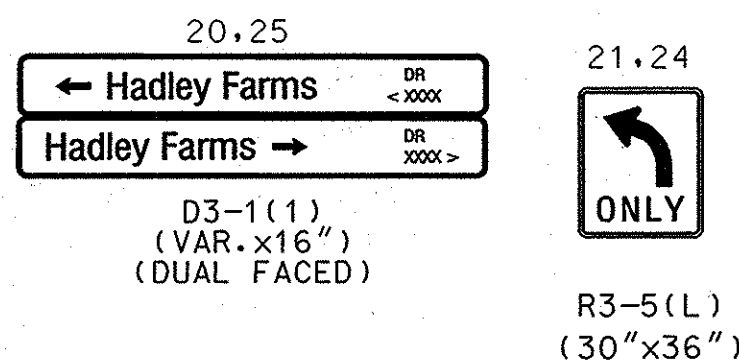
EXISTING SIGNALS TO REMAIN



EXISTING SIGNALS TO BE RELOCATED



EXISTING SIGNS TO BE RELOCATED



EXISTING VIDEO DETECTION CAMERA TO BE RELOCATED

EXISTING VIDEO DETECTION CAMERA TO REMAIN

RIGHT OF WAY LINE

RIGHT OF WAY LINE

MD 124
(WOODFIELD ROAD)

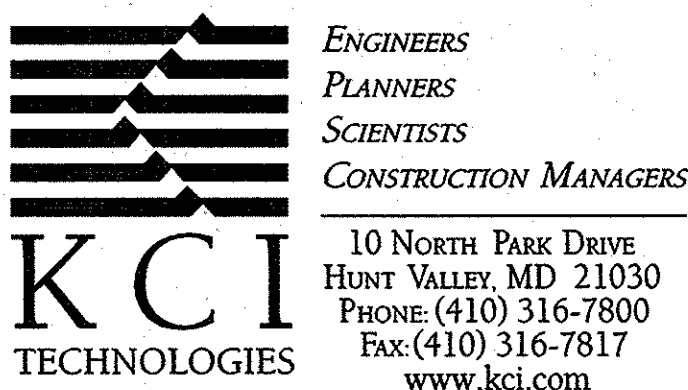
MD 124
(WOODFIELD ROAD)

RIGHT OF WAY LINE

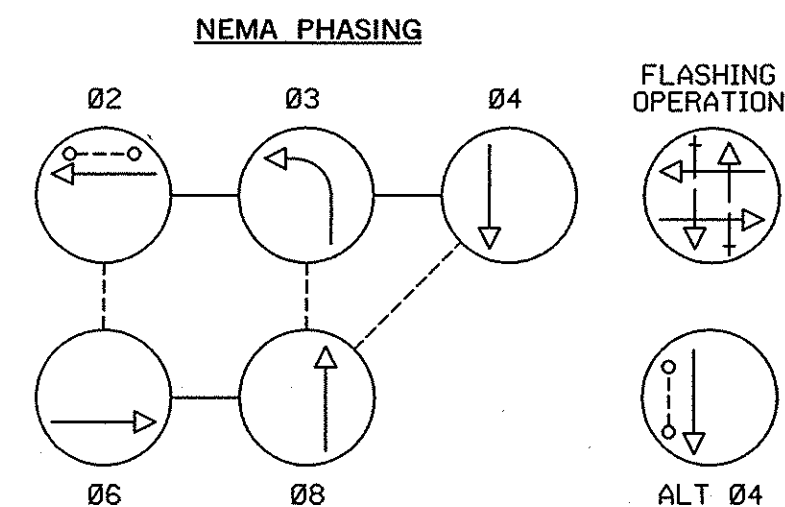
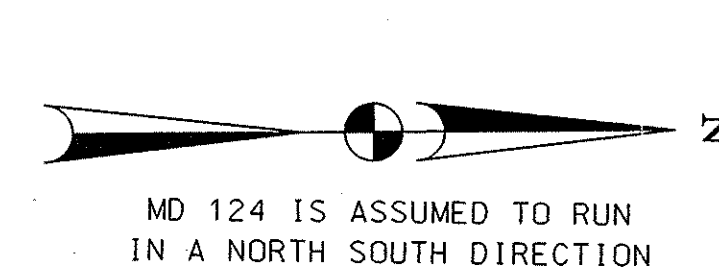
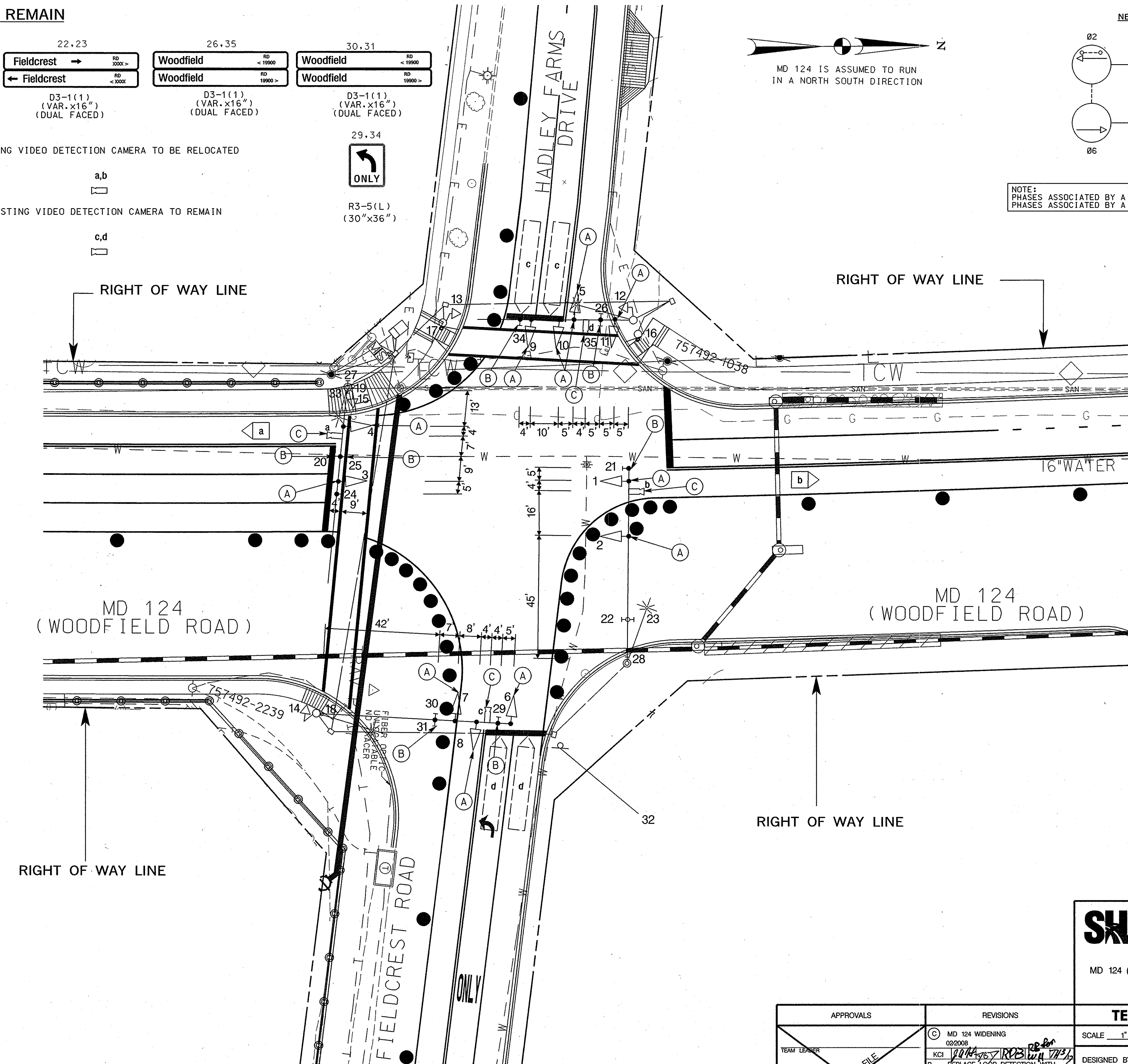
RIGHT OF WAY LINE

CONSTRUCTION DETAILS

- RELOCATE EXISTING TRAFFIC SIGNAL HEADS AS SHOWN.
- RELOCATE EXISTING OVERHEAD SIGNS AS SHOWN.
- ADJUST VIDEO DETECTION CAMERA ON THE MAIST ARM AS SHOWN.



GEOMETRIC LEGEND	
---	EXISTING
---	PROPOSED
UTILITY LEGEND	
---	STORM DRAIN
---	GAS MAIN
---	WATER MAIN
---	SEWER MAIN
---	ELECTRIC CABLES
---	AERIAL CABLES
---	TELEPHONE CABLES
---	FIBER-OPTIC



NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

GENERAL NOTES:

- VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
- THE CONTRACTOR SHALL VERIFY PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
- FOR FINAL PAVEMENT MARKINGS REFER TO THE PAVEMENT MARKING PLANS, OTHER THAN THOSE DETAILED ON THE PLAN. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
- ALL PROPOSED LUMINAIRES SHALL BE SUPPLIED WITH A PHOTOCELL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
- THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE, THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- CONTRACTOR SHALL BAG ALL SIGNAL HEADS NOT ACTIVELY IN USE DURING CONSTRUCTION.
- CONTRACTOR SHALL MAINTAIN SAFE PEDESTRIAN CROSSING PATHS IN ACCORDANCE WITH MUTCD DURING ALL PHASES OF CONSTRUCTION.

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 124 (WOODFIELD RD) AND FIELDCREST RD /HADLEY FARMS DRIVE
STAGE IV

APPROVALS		REVISIONS		TEMPORARY TRAFFIC SIGNAL PLAN							
<div>ORIGINAL ON FILE</div>	TEAM LEADER	C	MD 124 WIDENING 02/2008		SCALE	1" = 20'	DATE	N/A	CONTRACT NO.	M06325171	
	ASST. DIR. CHIEF		KCI	REPLACE LOOP DETECTION WITH VIDEO CAMERAS SHA M07175185		DESIGNED BY			COUNTY	MONTGOMERY	
	DIVISION CHIEF		B			DRAWN BY	J. HENKEL		LOGMILE	15012408.87	
	CHIEF OF DIRECTOR		JA			CHECKED BY			TIMS NO.	H079	
			A	INSTALL EP PHASE FOR WESTBOUND FIELDCREST TMS #D-474 12199		FAP NO.	AC-STP-1103@E		TOD NO.		
						TS NO.	3976-C	DRAWING	SP-33 OF 39	SHEET NO.	291 OF 377

PLOTTED: 03:00 PM on Tuesday, March 04, 2008
FILE: M:\2007\01070459.dwg\drawings\p8g-P004D_MD124.dgn